

Interstate 15 Freight Mobility Enhancement Plan

Freight | Economic Development | Safety

The I-15 corridor is a vital link in the economies of the western U.S. and the entire nation, connecting San Diego and the Inland Empire of California with the Las Vegas metropolitan area of Nevada. The corridor links coastal ports to inland population centers and carries an estimated 30 million tons of cargo each year, primarily by truck, leading to a shortage of truck parking. In these three regions with dense freight logistic activity, the need for truck parking is the greatest and the most difficult to fulfill, in part due to the lack of affordable and available land, community opposition, and other factors.

The goal of the I-15 Freight Mobility Enhancement Plan (MEP) is to build on the efforts of the I-15 Mobility Alliance by bringing together public and private economic partners along the corridor to agree on policies for distributing the cost and responsibility of providing urban truck parking equitably among those generating the demand. This study also seeks innovative technology solutions for better utilizing available public and private space for truck parking, thereby reducing the need to build and maintain additional facilities. The final product will be a toolbox of guidelines and implementation strategies that partner agencies can select from to help them address their specific needs for urban truck parking.

Freight: A lack of truck parking close to logistic centers is a critical issue to regular freight operations.

Economic Development: The I-15 corridor is the economic lifeline for the region. Lack of truck parking complicates pick-up and delivery logistics and therefore contributes to shipping costs.

Safety: Targeting the truck parking shortage also helps address safety concerns related to tired and distracted driving and drivers parking in unsafe locations.

OUTCOMES

- **A consistent understanding** of the freight-related parking needs for the I-15 corridor.
- **Establish new partnerships** to coordinate and collaborate on a regional level.
- **A toolbox of guidelines and implementation strategies** to be integrated as needed by 'individual agencies,' and outlining how to collaboratively address common problems and create a foundation for successful cross-state and cross-regional partnerships.

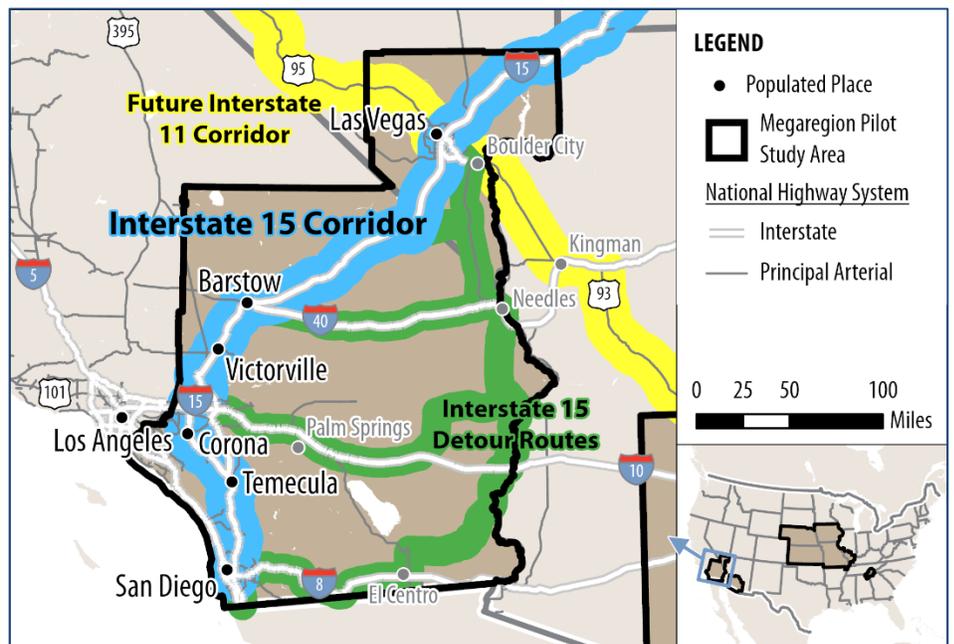
ANTICIPATED BENEFITS

- **Address the critical issue of the lack of urban truck parking on the I-15 corridor.** Improved outcomes include an increased number of available locations for truck parking, reduced unauthorized truck parking, and improved air quality.
- **Improved transportation system performance along the I-15 corridor** through reduced congestion, improved safety, and improved infrastructure conditions.
- **Replicability** of this planning approach in other key corridors. The I-15 Freight MEP is developing resources that are scalable and transferable to other key freight corridors in mega-regions.

National Economic Partnerships Program

The Federal Highway Administration's National Economic Partnerships Program (NEP) provides funding to support the implementation of innovative approaches to multi-jurisdictional coordination and regional planning. The four pilots take place across the nation in "megaregions" that each encompass a collection of urban centers and their surrounding rural areas, connected by existing economic, social, and infrastructure relationships. The projects showcase innovative coordination among stakeholders across these broad, but related geographic areas, and target complex transportation issues. Further, these projects highlight transformational transportation planning approaches that can be shared and replicated nationally.

Megaregion Pilot Study Area Map



Lead Organization and Consortium Members



For more information on the FHWA National Economic Partnerships Program, visit <https://www.fhwa.dot.gov/planning/megaregions/>

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